Technical Bulletin

Subject: ANTILOCK DASH STATUS LAMP -- REGULATION CHANGE

Effective March 1, 1997 federal regulations require that the AntiLock status lamp (on the vehicle dash) extinguish after a successful initial self check has been completed.

Beginning January 20, 1997 all EC-15 and EC-16 controllers and the assemblies they are used in will comply with the new regulation. This includes both original equipment AND service replacement units.
The affected assemblies are;

EC-15 - Controller
CR-15 - Controller Relay Assembly (Four channel AntiLock without bobtail brake proportioning)
CR-16 - Controller Relay Assembly (Four channel AntiLock with bobtail brake proportioning for tractors only)
EC-16 - Controller
CR-17 - Controller Relay Assembly (Four channel AntiLock without bobtail brake proportioning)
CR-18 - Controller Relay Assembly (Four channel AntiLock with bobtail brake proportioning for tractors only)
AT-1 - AntiLock Traction Assembly (Four channel AntiLock w/Traction, without bobtail brake proportioning)
AT-2 - AntiLock Traction Assembly (Four channel AntiLock w/Traction, with bobtail brake proportioning)

Background

Until the advent of this new regulation, the dash lamp remained illuminated after a successful initial self check on vehicles using the Bendix AntiLock system. The dash lamp did not extinguish until the vehicle was moving and a speed of at least 10 mph had been sustained for 30 seconds or more. Bendix did this to assure that a speed signal was being received and processed by the system before extinguishing the dash lamp to "advise" that the system was OK. The new regulation, however, requires that heavy vehicle antilock status lamps operate more in line with automobile antilock status lamps.

Except for the change in dash lamp operation, the published troubleshooting procedures remain unchanged. Service and troubleshooting materials are currently being revised and will be released as they become available.

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